

Rebar Rails Stop Calves From Getting In Feeder

With small diameter rebar and a few muffler clamps, Denis Wendle turns his big bale feeders into calf feeders. The Jerseyville, Ill., farmer came up with the idea a few years ago when he saw calves in the bale feeder using it for bedding.

"I wanted to keep the hay clean and have less spoilage," Wendle says.

By bending 3/8 or 1/2-in. dia. rebar horizontally around the feeder, he can adjust the size of the opening. It's enough for calves to get their heads in to eat, but not big enough

for them to crawl through. Wendle secures the rebar with muffler clamps so he can easily remove it when he wants to use the feeder for adult cattle.

He uses the modified bale feeder until calves are about 400 lbs., and he notes bigger cattle can also use it, though they can't reach as far.

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To keep calves out of his big bale feeders, Denis Wendle bends small diameter rebar horizontally around feeder and secures it with muffler clamps.

Quick & Easy DIY Bed Liner

Protect new beds and renew old truck and trailer beds with a do-it-yourself bed liner kit from TP Tools and Equipment. The kit is fast and easy to apply and priced at only \$99 for a 125-sq. ft. bed.

"Customers like how easy it is to use and that it is a 2-component product," says Rich Seaman, TP Tools and Equipment. "The urethane activator makes it harden for greater durability. A lot of single stage bed liners just won't be as durable."

The company sells a standard kit with 4 bottles of bed liner base and a bottle of hardener. The kit includes an application spray gun. All the user needs is an air compressor. Seaman recommends a minimum 50 to 60 psi compressor that can move at least 7 cfm.

Preparation is simple, with a wax and grease remover recommended for all beds. New beds require only a light sanding to barely scuff the surface. Seaman suggests using 80-grit sandpaper or a nylon cup brush on an angle grinder.

Older beds with rust need to be cleaned down to bare metal and coated with an acid

etch primer before top coating with the bed liner.

Planning is likely the most important ingredient in the process. Application should only be made when temperatures are between 60 degrees and 85 to 90 degrees.

"The hotter and more humid the temperature is, the less time you have to apply," explains Seaman. "Once you mix the materials, you have about 30 min. before it starts to gel. At 95 degrees when it is humid, you may have only 10 to 15 min."

Seaman advises letting the fresh coat cure in a dry environment for 24 hrs. and waiting 3 to 4 days before using the bed.

While a single coat will protect the bed and provide some insulation, multiple coats will do even more to deaden sound, suggests Seaman.

"Customers restoring an older car will put it underneath the car or under the carpeted area," he says. "Once an application has started to tack up, you can put on another application."

The bed liner can also be rolled on when



Do-it-yourself bed liner kit comes with 4 bottles of bed liner base and a bottle of hardener, as well as a spray gun. All you need is an air compressor.

touching up a cracked or chipped area. As the material touches the surrounding initial coat, it softens it, allowing the 2 coats to bind.

The Raptor Bed Liner Kit comes in black or a tintable material. Any automotive base urethane paint can be added to the tintable bed liner to match preferred colors.

TP Tools and Equipment is a distributor

for U-Pol Raptor Truck Bed Liner. Seaman says the company offers technical support to customers. He encourages anyone interested in applying the bed liner to call his company.

Contact: FARM SHOW Followup, TP Tools, 7075 State Rt. 446, Canfield, Ohio 44406 (ph 330 533-3384; toll free 800 321-9260; www.tptools.com).



ExoPlate Crop Dividers are shorter than the crop divider snouts on many grain heads, and knock down fewer soybeans when making sharp turns or adjusting to auto track.

Compact Crop Dividers Cut Crop Loss

You can replace long crop divider snouts on many grain heads with ExoPlate Crop Dividers, short snouts from Lundell Plastics that knock down fewer soybeans when making sharp turns or adjusting to auto track. Their trim design also makes platforms easier to store and transport.

"They really slip under tangled beans," notes Vance Lundell, Lundell Plastics. "They are perfect for guys who don't like those long snouts sticking out."

The company had been working on the crop dividers for several years before introducing them at the National Farm Equipment Show this past winter.

"The sample units we brought to the show had worked more than 1,000 acres, but they looked brand new," says Lundell. "We use 2 different types of plastic in them. The black core is high-density polyethylene (HDPE). It is wrapped top and bottom with a yellow strip of ultra high molecular weight (UHMW) polyethylene."

One reason the sample units looked like new is that UHMW polyethylene has the highest impact strength of any thermoplastic

presently made. It is extremely resistant to corrosion, self-lubricating and highly resistant to abrasion, up to 15 times more resistant than carbon steel. The HDPE, known for its high tensile strength, gives the unit its core durability.

Lundell says the ExoPlate Crop Dividers will replace snouts on any grain platform with a 1 1/2-in. square receiving tube. Initially promoted for Deere 600 and 900 Series platforms, they have also been adapted for Case IH grain platforms.

The dividers are 14 in. long with a shape that widens from 1 1/2 in. at the front tip to 4 1/2 in. before narrowing again to a mounting shaft that is a 1 1/4-in. square. They are priced at \$129 per pair.

"They are simple to attach," says Lundell. "Remove the old snout, slip the shaft into place and tighten the set screw. When you tighten a set screw into poly, it is like tightening a lock nut."

Contact: FARM SHOW Followup, Lundell Plastics Corp, 400 West Market St., Odebolt, Iowa 51458 (ph 712 668-2400; toll free 877 367-7659; www.lundellplastics.com).

Hoof Specialist Invents Two New "Cures"

Farrier Chuck Potter has developed two new hoof-healing products since we introduced him and his Hoof Cinch device in FARM SHOW (Vol. 39, Issue 3). That product eliminates founder pain and realigns horse's hooves.

"We have shipped it worldwide and are currently working on adding dealers in Canada and Australia," Potter says.

Now, Potter offers two new products for hoof ailments.

The Lift treats Navicular syndrome, which causes pain in the back of the hoof due to soft tissue damage. The damage often comes from lack of trimming or improper hoof trimming, and puts lots of pressure on the Navicular bone, he explains.

If caught early, the syndrome can be treated with wedge shoes or wedge pads. But, when the horse can't walk on a hoof, The Lift provides a better option, Potter says. It comes in two parts that include metal and a mold injected plastic wedge. The metal part is glued with epoxy and screwed to the side of the hoof.

"I call it an independent heel lift system. There's nothing that keeps the hoof restricted, and it can move normally," he explains.

The Lift stays on for 15 to 30 days, and the horse is put on rest and restricted to a small area. A vet or farrier should attach The Lift to make sure the hoof is thoroughly cleaned and that The Lift is installed properly. Cost for The Lift is \$35, plus shipping.

Potter also sells Crack Repair Kits to hold the hoof together until the crack grows out. The kit is a miniature version of Hoof Cinch metal bands. After placing the tightening band over the crack, the stabilizing bands are



Crack repair kits (above) hold hoof together until crack grows out. The Lift (below) treats Navicular syndrome and comes in 2 parts that include metal and a mold-injected plastic wedge. Metal part is glued with epoxy and screwed to side of hoof.



screwed on both sides. The tightening band is removed, and as the crack grows out, the metal bands can be raised and leapfrogged around until the last of the crack is trimmed away. Cost is \$10 plus shipping.

Videos on the Hoof Cinch website show how products are used.

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